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# CENTRAL INTELLIGENCE GROUP

## INTELLIGENCE REPORT

COUNTRY Yugoslavia

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DATE: 25X1X6

SUBJECT Yugoslav Railroad Organization

INFO. [REDACTED]

DIST. 30 December 1946

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This document is hereby requested to  
CONFIDENTIAL in accordance with the  
letter of 13 October 1978 from the  
Director of Central Intelligence to the  
[REDACTED] of the United States.

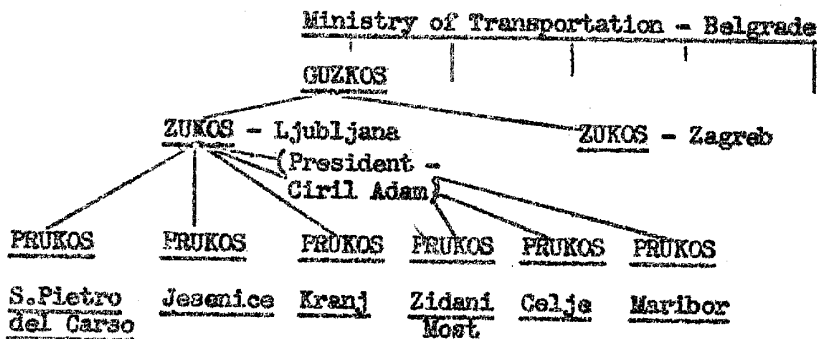
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SUPPLEMENT

ORIGIN [REDACTED]

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1. Direction of Railway Transportation: GUZKOS (Glavna Uprava Zeljeznica Kontrolni Organ Saobracaja - Principal Direction Control Office for Railroad Traffic) is a subsidiary branch of the Ministry of Transportation in Belgrade and has its headquarters in the same building as the Ministry of Transportation. The separate federal republics do not have subsidiary representative offices in the National Ministry of Transportation. The former railroad administrative offices, Zeljeznicka Direkcija, of the federal republics have been replaced with ZUKOS, (Zeljeznicka Uprava Kontrolni Organ Saobracaja - Railroad Administrative Office for Transportation). ZUKOS is broken down into separate sections called PRUKOS, (Prugovna Uprava Kontrolni Organ Saobracaja - Office of Railroad Lines Administration for Transport). Local PRUKOS have discretionary executive and administrative powers on all matters regarding railroads in their areas.



2. Duties of Administrative Bodies: The chief function of PRUKOS is administering freight traffic for maximum efficiency of transportation facilities. PRUKOS reports on weight of freight traffic carried by trains, route of travel, etc. to ZUKOS and to the PRUKOS through whose territory freight trains pass. ZUKOS reports to GUZKOS on personnel, condition of road, the weight of the freight, etc. Distribution of rolling stock is carried out by OPK (Oblasna Podela Kola - District Distribution of Rolling Stock). The OPK is broken down into LPK offices (Lokalna Podela Kola - Local Distribution of Rolling Stock). The LPK for Venezia Giulia is located in San Pietro del Carso. All requests for allocation of rolling stock are made through the LPK.

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ADSO	x	A DEP.	x	FBT		SPDF	x	VTO											
DADSO		FBK		FBV		SPDS													
EXEC.		FBL		FBX		SPDT		CFCB											
CONTROL		FBM		FBZ	x	SCO		CTRE											
PLANS	x	Approved For Release 1999/09/08 : CIA-RDP82-00457R000200360006-8																	

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3. Repair Facilities: A factory for the construction of railroad cars is located in Brod. Locomotive repair shops are located in Maribor (Tezno), Zagreb, Sisak and Skoplje. Besides the steam-driven locomotives in Slovenia, there are three former Italian electric locomotives and three former Italian diesel locomotives. At the present time the electric locomotives are being converted to diesel operation. A short time ago 40 small locomotives for use in local stations were brought from Germany. Repair and reconversion of rolling stock is proceeding successfully.
4. Railway Construction and Repair: All railroad lines in Slovenia are functioning at the present time. The most important reconstruction work is being carried out on the railroad line near Borovnica. Plans had already been made before World War II to construct a detour line around the viaduct of Borovnica for safety reasons. After the bombing of the Borovnica viaduct in 1944, the Germans built a new detour around it. The Yugoslavs are now building a new line making a larger detour and achieving a more gradual grade than the former 27 per cent slope. The detour begins at the railway station in Preserje and runs for eight kms on a roadbed six - seven meters high. Construction is difficult because of the soft ground, and engineers estimate the detour will be completed by November 1947. Many Bosnians are employed on this construction job - some being paid up to 6,000 dinars monthly - while local Slovenes were forced into labor brigades to work without pay on the recently completed Brcko-Banovici railroad line in Bosnia. Another project, still in the planning stage, is that of electrifying the railroad line from Postumia to Zidani Most. It is expected that the necessary electricity will be obtained partly from Gorenjsko power plants and partly from Dravograd.
5. Labor Pay Scales: Following are the pay scales of railroad employees:
- |                             |                            |
|-----------------------------|----------------------------|
| Unskilled worker            | 1500 - 1800 dinars monthly |
| Qualified worker            | Unknown                    |
| Train workers               | Unknown                    |
| Beginning office employees  | 1700 - 2000 dinars         |
| Employees in 19th pay group | 1800 dinars                |
| Employees in 9th group      | 2200 - 2600 dinars         |
| Employees in 8th pay group  | 2600 - 2900 dinars         |

There are no family allowances as the wife is supposed to work also. Persons being trained in railroad schools receive 150 dinars monthly in addition to food, billeting and uniforms.

6. Attitude of Workers: Railroad workers in Zone B are almost all Slovenes from Stajersko, and appear to be extremely dissatisfied. As they were almost all used by the Germans to run the railroads, they became accustomed to an efficiency which no longer exists in the Yugoslav railroad system. The personnel employed at the railroad station at Divaccia are especially hostile to the Tito regime and to the present methods employed in the Yugoslav railroads.

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